

THIS SPACE IS RESERVED FOR NOTICES OF THE

Park Methodist Episcopal Church

BROAD AND PARK ST., BLOOMFIELD, N. J.

Minister:

REV. JOHN OGDEN WINNER, M. A.

20 PARK STREET.

MORNING WORSHIP, 10.30 o'clock.

EVENING WORSHIP, 7.45 o'clock.

BIBLE SCHOOL, 12 to 1 P. M.

JUNIOR EPWORTH LEAGUE, 3.30 P. M.

EPWORTH LEAGUE VESPER SERVICE, 7 P. M.

MID-WEEK PRAYER MEETING, WEDNESDAY, 8 P. M.

TUESDAY, February 20, meeting of Men's Club, 8 P. M. Important meeting.

THURSDAY, February 22, a New England Supper given by the Ladies' Aid Society in the Parish House. A hot supper will be served from 6 to 8.30 P. M. Price 35 cents.

SUNDAY EVENING, February 25, the Rev. J. W. Ryder, pastor of the Watessing Methodist Church, will preach in exchange with the pastor.

Not in Favor of Parkway.

TO THE EDITOR OF THE CITIZEN:

SIR—The Morris Canal Parkway Association, of which Glen Ridge and Montclair residents are active members, have a scheme in hand of endeavoring to have the Morris canal bed converted into a State parkway. Where either Glen Ridge or Montclair would derive much direct benefit if such a scheme were put into effect is not apparent. Bloomfield has a direct interest in the canal bed and the sentiment of the citizens of the town who have expressed themselves on [the matter of canal abandonment is not favorable to the parkway project.

Bloomfield is not suffering from lack of parks or parkway projects. Considerable public money is annually going towards paying interest on park bonds now. The general view of Bloomfielders with respect to future use of the canal bed is of a utilitarian nature. They want to see it applied to commercial uses in the way of increasing the transportation facilities of the town and of providing a railroad line of some kind for a large section of the town that is at present without convenient transportation facilities.

The time is near at hand when Bloomfield will need more than one electric railway connection with Newark. The Bloomfield avenue line is now taxed to almost its full capacity and the Morris canal bed would afford a good route for another electric railway, and it seems to most people that such a use of the canal property would be much more beneficial to the town than a parkway.

Montclair in particular seems to be very much interested in the parkway project and several citizens of that town were at the hearing on the canal abandonment bill. Four members of the Parkway Association spoke in behalf of the parkway plan. They were Mayor Gregory of East Orange, Julian Tinkham, Herbert M. Lloyd and W. I. Lincoln Adams of Montclair. Mr. Tinkham is the president of the association. If the bill to abandon the canal is adopted the association hopes the State will be willing to take over this very beautiful old waterway, with its fine trees and bridge path as a public park between the Second river in Bloomfield and Paterson.

Mayor Hinek, William B. Dickson and W. T. Evans are among the other prominent citizens of Montclair who are interested in the success of the Parkway Association's plan, which, if it is carried out, will give New Jersey one of the finest water parkways in the country and one which would be quite accessible to the people of Montclair. The bank of the canal is now used quite generally as a bridge path, as well as for cycling. The waterway is well adapted to canoeing in summer and skating in winter. If the Parkway Association plan should prevail it would preserve this playground for the people for all time. OGDENWIN.

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SEA POSTOFFICES.

Handling and Sorting the Mail Matter on Ocean Liners.

Every one is aware that a large quantity of mail comes from Europe. Probably most persons assume that it is dumped off the steamers in bulk and sorted and routed in the postoffice of the receiving port. Such a system would result in hopeless congestion, and practically all of the 15,000,000 pounds of foreign mail matter received at New York on an average of recent years is ready, sorted and sacked when the steamers make port. This work is done in the sea postoffices aboard the ships and means days saved in the time of delivery of mail matter intended for inland points.

In the huge mass of mail brought into New York each year there are on an average 80,000,000 separate pieces, many thousands with inadequate addresses, yet to such a degree of efficiency has the operation of the sea postoffices been brought and so carefully is the work done that less than 500 errors are made annually. As the entire quantity of the ocean mail received in a year would fill 2,200 standard mail cars an almost incredible accuracy is indicated—less than one error of any kind whatever for every four carloads of mail.

Congress authorized the sorting of mail on board conveying steamships in 1890, but it was not until the year following that any systematic effort was made to do so. The work of the sea postoffice is very similar to that of the railway mail service. On board a large liner there will be usually two United States clerks, two in the employ of the country from which the steamer sails and several subalterns or porters. This force will on an average trip open and sort from 800 to 900 sacks of mail, probably consisting of 500,000 ordinary letters and 4,000 registered letters, besides 250,000 parcels and periodicals. Mail for New York city is distributed and separately sacked for each of the stations and that for the United States generally according to a schedule which has 128 divisions. In addition to the mail for the United States, the sea postoffice clerks must sort that destined for Cuba, Mexico, Canada and the Orient, a great deal of the last class being forwarded by rail to San Francisco and thence by steamer.

To facilitate matters two mail boats are maintained at New York, and three meet incoming steamers at the quarantine station, one taking on the mail bags intended for direct delivery to trains and steaming directly to the railway stations along the river front, the other that for New York city and such others as require rehandling. The sea postoffices cost the government something less than \$3,000,000 per annum.—Harper's.

Dismal Outlook.

"Way do you look so unhappy?" "Well, you know I'm pretty well busted."

"Yes, but you always were, and yet you're baring up pretty well. What is the particular trouble today?" "I just proposed to the girl I love."

"Ah! And the answer was unfavorable?" "I don't know."

"You don't know? Why, what do you mean? Surely you must know whether she accepted you or rejected you?" "That's just it. I asked her to marry me, and she said she would. Then I asked her if she was sure she could be happy with a man who had no money, and she said she could. She said she had always preferred buying things on credit anyhow."—Cleveland Plain Dealer.

The Story of a Profile.

On the facade of the Palazzo Vecchio, at Florence, to the right of the central entrance, the profile of a man's head is traced on the marble, the authorship of which is ascribed to Michelangelo. The story runs that he and a friend made a bet as to which of them would draw a head best with their backs to the wall, a bet easily won by Michelangelo, for he traced a perfect profile, whereas the other produced only a wavering, imperfect outline. The story further relates that the tool used was a nail. Both drawings are carefully preserved.

A Sculptor's Slip.

How many know that the only fault ever found with the splendid equestrian statue of Washington in the Boston Public garden, made by Thomas Ball, was the fact that the horse has no tongue. It is one of those minor details that were discovered long after the statue had been put up. Ball's Governor Andrew at the statehouse has all its proper members.—Boston Journal.

Lemons Six.

Mrs. Benham—Father gave me away when we were married. Benham—Your father has been quite a fruit dealer. Mrs. Benham—What do you mean? Benham—He has married off six daughters, and any man who can unload half a dozen lemons in that way is a good one.—New York Press.

No Malice.

Farmer (to horse dealer)—No, I don't bear you no malice. I only hope when you're chased by a pack of ravishing 'ungry wolves you'll be a-driving that horse you sold me.—London Tit-Bits.

Apparently.

"Well, Quigley, what do you know?" "Too much, I guess. I've been rejected as a juror six times in succession."—Chicago Tribune.

The great man is he who does not lose his child's heart.—Mentis

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Montclair Academy Notes.

Dr. Herbert E. Conn, State Bacteriologist of Connecticut and Professor of Biology in Wesleyan University, addressed the students of the academy at the Friday morning assembly last week.

Last Saturday the hockey team met the Englewood five at Verona Lake and lost the match by a few goals. Arthur J. A. Sullivan, '09, Princeton '13, visited the school last week.

The Kodak Klub held its preliminary exhibit this week.

The Montclair Academy basketball team defeated the Glen Ridge High team—43-19—last Friday. The third team played the Glen Ridge High third team between halves and defeated their opponents.

Coming games: February 17, 10 a. m., Polytechnic Preparatory School vs. Academy, swimming match in academy pool; February 21, 3 p. m., East Orange High School vs. Montclair Academy, basketball game in academy gymnasium; February 22, 10 a. m., basket-ball, Kingsley School second team vs. Montclair Academy second team at academy; February 24, 2 p. m., St. Paul's School vs. Montclair Academy, swimming meet.

To-morrow evening a representative of the Y. M. C. A. of Columbia University will address the resident students in Walden House.

Testing Coins.

"There goes another man suffering from degeneration of public manners," said the clerk in an aggrieved tone. "I gave him five pieces of silver in making change, and he tested every one of them to see if it was counterfeit right before my eyes. It is only lately that people who buy have got rude enough to do that. Clerks always hid it with coin that customers gave them, but that was a prerogative of the trade. For the customer to assume the same privilege is a usurpation of ancient rights. The worst of it is most people nowadays are pretty good judges of bad money, and every little while a coin is refused because it is counterfeit. The only way tradesmen can teach customers the respect due them is to turn their own backs when testing money. That has always been the custom in England. No tradesman over there would dare flip a coin under a customer's nose, and as a consequence no customer has ever taken that liberty with him."—New York Press.

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Monday and Saturday evenings, 7 to 9 P. M.

Note change in the evening hours.